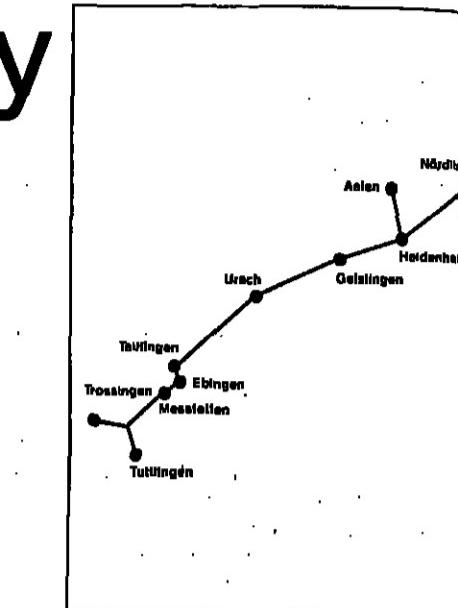


Routes to tour in Germany

The Swabian Alb Route

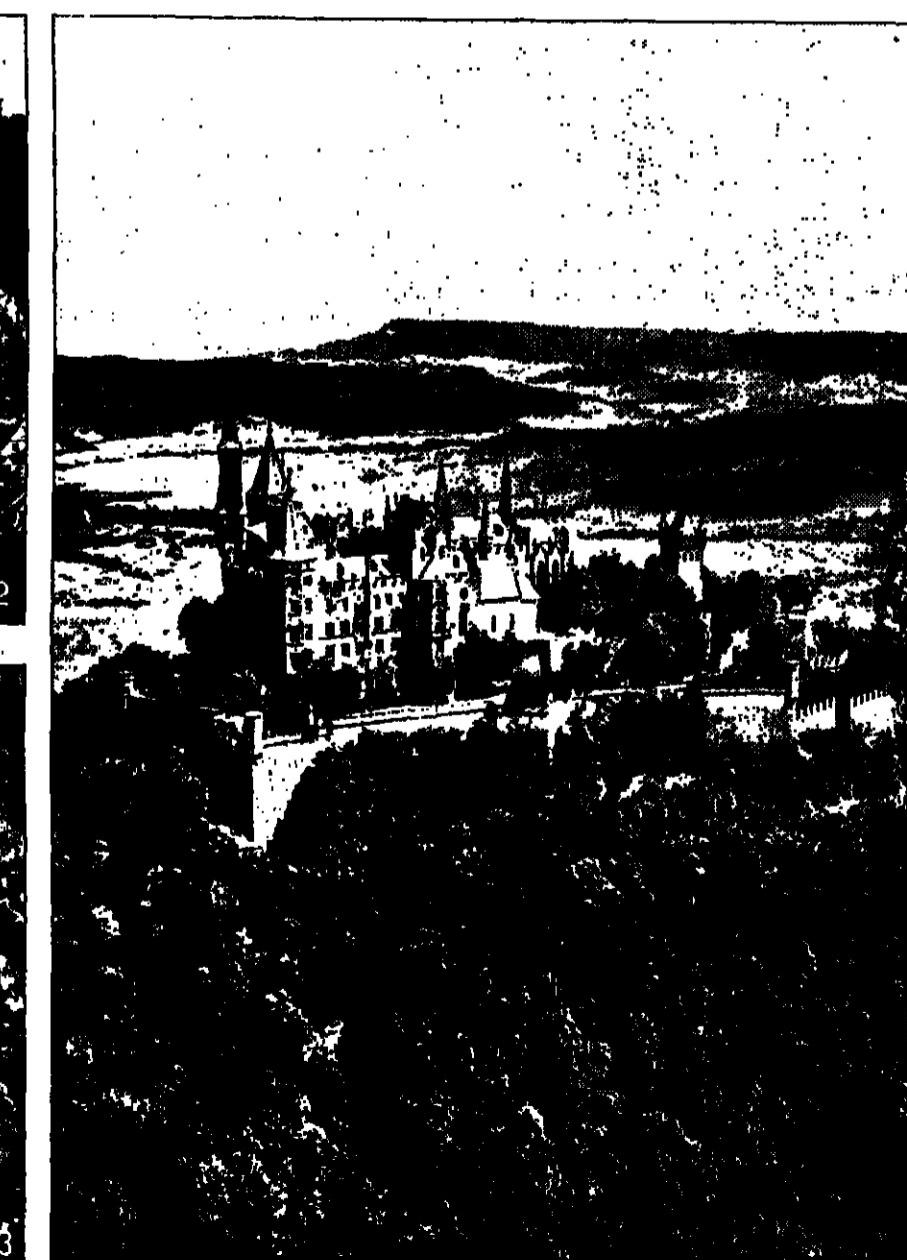
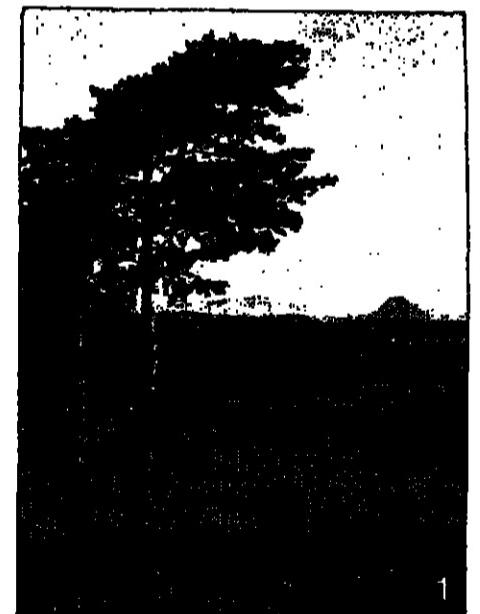
German roads will get you there. South of Stuttgart the Swabian Alb runs north-east from the Black Forest. It is a range of hills full of fossilised reminders of prehistory. It has a blustery but healthy climate, so have good walking shoes with you and scale a few heights as you try out some of the 6,250 miles of marked paths. Dense forests, caves full of stalactites and stalagmites, ruined castles and rocks that invite you to clamber will ensure variety.

You will also see what you can't see from a car: rare flowers and plants. The route runs over 125 miles through health resorts and nature reserves, passing Baroque churches, late Gothic and Rococo architecture and Hohenzollern Castle, home of the German Imperial family. Visit Germany and let the Swabian Alb Route be your guide.



- 1 View of the Hegau region, near Tübingen
- 2 Heldenheim
- 3 Nördlingen
- 4 Urach
- 5 Hohenzollern Castle

DZT DEUTSCHE ZENTRALE FÜR TOURISMUS EV.
Beethovenstrasse 69, D-6000 Frankfurt/M.



The German Tribune

Hamburg, 19 June 1988
Twenty-seventh year - No. 1327 - By air

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Nato's defence spending remains tough issue

Hannoversche Allgemeine

Complaints by the USA that the Nato allies in Europe are not paying their share of defence spending continue.

The sting has often been taken out of the criticism by statistics and reasoned argument.

But Europeans are now finding it increasingly difficult to stomach the accusations.

Following the Nato Defence Ministers meeting this unpalatable topic is bound to find its way onto the agenda of the spring meeting of Nato's Foreign Ministers in Madrid this month.

A solution is not in sight. In fact, the more Americans are forced to reduce their dangerously high budget deficit as well as their defence spending, the greater Washington's pressure on their European allies will be to fill the resultant gaps in the western defence system and take a greater share of the common burden.

The farmers whose livelihood is threatened in the American mid-west and the assembly workers in Detroit whose jobs are threatened by European Community imports do not yet seem to have noticed that the Europeans have already done so.

European defence spending has been slowly but surely increasing over the past 15 years.

The US defence budget, on the other hand, has fluctuated a lot under the Ford, Carter, and Reagan administrations. Per capita defence spending over this time in the USA has fallen by three per cent.

There is every indication that the USA is going to find it extremely difficult to meet defence spending targets in future.

Washington expects a significant cut in military spending over the next five years.

Americans can still underpin their demands on European allies by pointing towards the fact that they spend 6.5 per cent of their GNP on defence, as opposed to a figure of only 3.5 per cent in Europe.

These figures, however, present a distorted picture.

The USA's defence budget has to cover the military commitments of a superpower, including nuclear intercontinental missiles, SDI research, the costs of military advisers in Honduras, air bases on the Philippines and Gela in Berlin.

In Europe, on the other hand, Europeans provide 95 per cent of all divi-

sions, 90 per cent of the artillery, and 80 per cent of the tanks.

Europeans have assumed their fair share of tasks, costs and risks. Their share of the contributions made to the alliance is substantial.

It hasn't so much been the military officials in the Pentagon who have kept on raising the burden-sharing issue, but the US politicians in the presidential election campaign.

In politics, however, psychology is sometimes more important than facts.

Things such as the sending home of the 410th US squadron from Spain and the unnecessary and provocative decision by the Danish parliament not to allow warships equipped with nuclear weapons to sail into Danish ports have noticeably annoyed the American public.

The incoming Nato secretary-general, Manfred Wörner, who will be taking up his post in October, is not going to find it easy to prevent the dispute over burden-sharing from having an adverse effect on the alliance.

He can hardly count on getting more money for the military. The European taxpayer will find it difficult to understand why he should pay more money for armament at a time of increasing detente.

Even after medium-range nuclear missiles have been scrapped in Europe it would be wrong to jump for joy.

The military superiority of the Warsaw Pact, especially in the expensive field of conventional forces, still represents a threat to Europe.

The Europeans must try to prevent a gradual loss of their defensive capability.

This could be done by allocating funds more efficiently and stepping up military cooperation in the alliance.

A decisive aspect, however, is to complement the reduction of medium-range missiles by ensuring disarmament in the conventional field.

This would lead to a greater balance of military power and to more stability.

Both Americans and Europeans cannot afford not to make progress in this field.

Thomas Gack

(Hannoversche Allgemeine, 8 June 1988)



Nato foreign ministers meet in Madrid. From left Leo Tindemans (Belgium), Hans-Dietrich Genscher (Germany) and Hans van den Broek (Holland). (Photo dpa)

Foreign ministers look at security, Soviet reforms

Frankfurter Allgemeine

During the dinner, the Foreign Ministers of the three western powers in Berlin discussed Germany and Berlin with the Bonn Foreign Minister, Hans-Dietrich Genscher.

Britain criticised the American intention to establish an additional 21 daily flights to and from Berlin.

US Secretary of State, George Shultz, indicated that Washington would, if necessary, go it alone and develop a national flight schedule.

Italy's Foreign Minister Andreotti stayed in Rome to attend the debate in the Italian parliament on whether Italy should accept the demand by Nato Defence Ministers that the 410st Tactical Fighter-Bomber Squadron of the US Air Force previously stationed near Berlin should now be stationed in Italy.

The squadron has to leave Spain next year. The biggest problem is financing any transfer to Italy.

During the meeting of Nato Defence Ministers in Brussels in May rumours circulated that the DM871m would be taken from the Nato's financing fund for the Nato infrastructure programme. This, apparently, is not true.

The truth was that the American Defence Secretary agreed to this idea, but that the Brussels meeting was unable to decide.

It also failed to reach agreement on fixing the extent of contributions to be made to the Nato infrastructure programme in 1990 and 1991.

(Frankfurter Allgemeine Zeitung für Deutschland, 10 June 1988)

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■ WORLD AFFAIRS

Schultz and the mission in Middle East

US Secretary of State, George Shultz, returned from his fourth Middle East mission empty-handed.

Despite his characteristic optimism ("I hope that I get another chance during my period in office") the smiles cannot disguise the fact that all the effort was to no avail.

Even Shultz, man with tremendous tenacity and patience, has been forced to admit that the will to overcome the age-old Middle East conflict seems to be on the wane.

If even the best intentions fail to bear fruit a twofold question arises: Why has George Shultz adopted the role of a Don Quixote and what lessons can be learnt from his quadruplicate failure?

The answer to the first question is obvious. The reason for the Shultz mission was the Palestinian *intifada*, the mass uprising against Israel's occupation of the West Bank and Gaza Strip which began last December.

It was often the predominant news feature on American TV and spread an atmosphere of crisis which virtually demanded some kind of historical peace-keeping feat.

After all, following the Yom Kippur war Henry Kissinger negotiated disengagement agreements (1973); a few years later Jimmy Carter helped shape the famous peace agreement between Cairo and Jerusalem (1979).

These feats were both an incentive and commitment for Shultz.

Admittedly, he may have overlooked one of the diplomatic truths formulated in a book on Camp David by Jimmy Carter's Middle East adviser, William Quandt:

"American leadership was undoubtedly a necessary albeit not sufficient precondition for success. The disputants had to be willing to reach agreement."

This insight also provides an answer to the second question: what does the failure of the Shultz mission imply for the future?

First and foremost, care must be taken not to succumb to the temptation of confusing the process with the product. Diplomatic activism should not be expected to achieve more than rendered attainable by the consolidation of interests of the conflicting parties.

Brokers can only mediate if their clients are genuinely interested in a deal, and if the compromise seems more acceptable than the status quo.

The fact that George Shultz was generally confronted by rejection, ranging from polite to disdainful, shows that, unfortunately, no one was willing to give what the other side demanded as a minimum price.

It also shows that — irrespective of *intifada* — many of those involved in the conflict feel that the present situation is associated with less risks than a deal in which high costs must already be paid today for uncertain profits which can only be reaped tomorrow.

Camp David worked because the deal had greater incentive.

Anwar Sadat was weary of the burden of war, and the "profits" of the deal looked good: the entire Israeli-occupied Sinai.

The Israelis didn't need the desert peninsula and was keen on peace with an Arab country which posed the biggest strategic threat to their security.

Furthermore, Jimmy Carter was able

right from the start to negotiate with two leaders, Sadat and Begin, who were the undisputed heads of government in their respective countries.

In the end, both leaders were able to present themselves as the winners of the Camp David agreement. The rich harvest had been reaped and, despite compromise, sacred national interests respected.

None of these conditions exist in 1988.

Damascus would have to abandon its role as radical objector, but the regaining of the Golan heights is not apparently an important enough factor.

King Hussein would have at long last make a decision — either to support negotiations with or without the PLO and for or against a claim to the West Bank.

Since his coronation in 1952, however, he has learnt that a clear course can be deadly. The PLO at any rate is unable to make up its mind. It remains trapped between the promotion of its revolutionary image and pragmatic policies which would recognise Israel's right to exist.

And the Israelis? Although a growing number want to shed the burden of rule over non-Israelis even more people are convinced that peace cannot be bought with land.

They see only the sacrifice and not the possible gain. The politicians are too weak to be able to push through the compromise at home.

Neither Peres nor Shamir are Begin; Hussein could at most take action under the lee of a united Arab world (which is Utopian); and Yassir Arafat, the nominal chairman of a divided PLO, is too weak to actually come to an arrangement with Israel.

George Shultz deserves tremendous respect for continuing to tilt at windmills despite all this.

Perhaps he has prevented worse by doing so.

It looks, however, as if he has brought America's prestige to bear in this conflict at the wrong time and that his mission created deceptive hopes which spared the conflicting parties from facing up to harsh realities. In line with the motto: "America will fix it."

Shultz himself described the main lesson at the end of his fourth mission:

"The most important thing is for everyone to shake off illusions and realise that extreme dreams cannot come true."

Josef Joffe
(Suddeutsche Zeitung, Munich, 9 June 1988)

Gandhi visit to Germany opens a long-overdue link

When India's Prime Minister, Rajiv Gandhi, began his first official visit to the Federal Republic of Germany, his country was described as an "interesting partner".

King Hussein would have at long last make a decision — either to support negotiations with or without the PLO and for or against a claim to the West Bank.

With a glance at the new Indian ambassador in Bonn, Madhavan, he said:

"That is why we have brought our man who was previously in Tokyo to Bonn, and you will benefit from this fact."

Following the disillusionment in China West German industry certainly hopes so.

India's long-term potential is no less impressive than China's.

German firms, however, still have their doubts about the promised liberalisation.

Complaints about the enormous difficulties involved when doing business with India relate to cooperation in all sectors.

And British governments have rarely attached great importance to emphasising Anglo-German relations.

Bonn and Paris have never shied away from popularising their bilateral relationship.

Accordingly, the joint manoeuvre Kecker Spatz between German and French troops was given more publicity than the Lionheart manoeuvre, even though the British manoeuvre was an important test for the viability of the strategy for defending Germany.

Even the reformer Rajiv Gandhi needs bureaucratic backing to push through his high-flying plans.

Despite all the enthusiasm about a new start, therefore, a mood of wait and see still prevails.

During the visit, however, the Indians suddenly realised that the single market envisaged for the European Community in 1992 will represent the most important economic zone in the world.

For countries which want to move out of their isolation this opens up new perspectives.

This also applies to the relationship with the Federal Republic of Germany.

The Germans made it clear to their Indian guests that, in their capacity as the motor of European unification, they are the right partner.

This could be a pivotal point for a completely new chapter in the development of German-Indian relations.

Gabriele Vensky

(Hannoversche Allgemeine, 9 June 1988)

model? Sooner or later a major transition can be expected at leadership level.

This will be more than just the traditional changing of faces. Mikhail Gorbachev has shown that new politicians can also introduce new policies.

It is hardly surprising, therefore, that the current party leaders in Eastern Europe are, to varying degrees, reluctant to go along with more perestroika and glasnost. When the old men of Eastern Europe do resign or are forced to step aside, the new ones will be clearly ousted from power.

With the exception of Mikhail Gorbachev, the socialist states are ruled by a bunch of old men.

All other East Bloc leaders have reached an age at which German civil service law would have long since sent them into retirement.

If the proposals of the Soviet Communist Party Central Committee are accepted at the forthcoming party conference in Moscow there would be a further argument for a change at the top of the party tree.

Apart from the events in Hungary, a change which seems likely in Moscow could have an impact on the other Eastern European states.

If the proposals of the Soviet Communist Party Central Committee are accepted at the forthcoming party conference in Moscow there would be a further argument for a change at the top of the party tree.

According to the proposals no single person should be allowed to carry out political functions for more than two election periods (ten years).

Some of the party leaders in Eastern Europe have been in power for decades. Will they be able to ignore the new Soviet

Continued from page 2

down their political and ideological lines of policy will also be questioned.

Eastern European countries are on the verge of far-reaching upheavals resembling those in the Soviet Union.

When doubts are cast in the motherland of socialism on principles which have endured for decades the trend is hardly likely to stop at the borders of the other socialist states. It is hard to predict which way individual countries will go.

If Moscow allows its future policies towards its socialist allies to be guided by "principles of equal rights, independence and non-intervention" (as called for in the Soviet Central Committee's "theses") there will be greater differentiation, possibly liberalisation, within the socialist system.

The fact that this decision was opposed by the other partners may make it easier for the Frenchman Jacques Delors to gain the support of the Twelve for an extension of his presidency of the European Commission.

For a long time it looked as if little would change in Eastern Europe. This inertia may soon be a thing of the past.

Helmut Verfürth

(Kölner Stadt-Anzeiger, Cologne, 9 June 1988)

Continued from page 2

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■ PEOPLE IN POLITICS

Young Bavarian on the rise, armed with a sharp tongue and an appetite for conflict

This article on Peter Gauweiler, a young but already controversial Bavarian politician, was written for the Bonn daily, *Die Welt*, by Peter Schmalz.

Peter Gauweiler, 38, is the youngest member of the Bavarian *Land* Cabinet. He is not a minister, but holds the rank of "state secretary."

Despite his relative youth, he has already developed a habit of catching headlines and his reputation is now such that he is in demand as a speaker not only within Bavaria but all over the country.

Gauweiler, naturally a member of the Christian Social Union, the Bavarian branch of the Christian Democratic conservative union, is regarded as the political grandson of the Bavarian party boss, Franz Josef Strauss.

In his office, Gauweiler is ready to leave. He removes the jacket he wears during the day and dons a loose green-grey costume jacket, trots down the broad staircase of the Interior Ministry and drives off in his dark-blue BMW. He is off to make a speech at Dachau, north of Munich.

As the car rolls through the sluggish rush-hour traffic, Gauweiler uses the car telephone to talk to colleagues in the Finance Ministry about compensation for flood-water damage victims.

The BMW does not stand out in the streets of the Bavarian capital. Neither is it accompanied by a security escort. Once,

CSU politicians liked to drive with a blue light on the car roof. Gauweiler's is in the boot. The less conspicuous the car, the better. He doesn't like bodyguards. He thinks that in many cases the system of personal security has deteriorated to a status symbol.

When the police visited him recently to talk about security, he said simply: "I am not in danger, I am dangerous."

It was a typical Gauweiler sentence, one that leaves the listener to wrestle with the poser of how much is serious and how much ironic.

He doesn't like letting everyone know everything and, like his mentor, Strauss, prefers it if both friend and enemy come up against surprises now and again.

Gauweiler is a lawyer who studied under Rupert Schulz, who is the new Bonn Defence Minister (replacing Manfred Wörner, who is taking Lord Carrington's place as Secretary General of Nato).

Gauweiler has become, after Strauss, the most well-known of Bavarian's politicians both inside and outside Bavaria and the politician with apparently the brightest future of any of Strauss' protégés.

And over the past few months, no one has been more talked about in the cabinet than its youngest member.

The car is now outside the city limits and is approaching Dachau. A police car joins them and accelerates to the front as escort. Gauweiler grabs a second telephone and says politely but firmly: "Not

quite so fast, please." What he regards as a decrease in driving standards worries him and he wants to set an example by driving with self-discipline.

But now his thoughts are elsewhere. It is raining this evening and that raises a human question for politicians: will anyone brave the weather to turn up to hear him speak?

It comes as a surprise that such a thought would even enter his head. His name is a household one, like a popular brand-name product; and his popularity has now outstripped that of nearly all his party colleagues. Magazines splash his photograph across their front pages and hope for a boost in sales.

Gauweiler's rapid rise has caused some jealousy within the ranks of the CSU parliamentary party, which he is still not a member of, and his energetic campaign on the issue of Aids, on which he is a hawk, has provoked a lot of criticism.

Walking around the corridors of the Munich assembly building you might think from what was said that he hardly had a friend in the place. This is probably connected with the fact that he couldn't care less about the opinions of others, that he doesn't want to be liked by everybody and that sometimes he speaks as if he is barking out orders.

He has an aura of powerful authority. It is an aura that is strengthened through his close association with Strauss, whom he often meets for a *weisswurst* and a chat. Whether he is loved, feared or hated, one thing is certain: he is sought after. Party colleagues by the dozen want him to appear in their constituencies; and when it is announced that he is coming, the halls fill up.

The audience is seldom roused to applause — but it was when he made some remarks about Rita Süssmuth.

He believes he was convincing: "If they had been bored, it wouldn't have been quiet for a minute. They would have started talking to the next person."

He is proud that he began a debate through a small passage which appeared in the magazine *Esquire*. Actually, he explains that he had merely quoted Margaret Thatcher, the British Prime Minister (in his speeches he refers to her as one of the few men among European heads of government) when she referred to "programme to overcome national decadence."

He says the response was enormous. The letters piled up. "At last someone who has dared to state what is at the roots of Aids contamination." And: "You have hit the nail on the head: a rowdy minority, pampered and wood by politicians, the media and partly also by the churches, is driving the majority to chaos."

When Gauweiler was due to appear, all hell broke loose. Rowdies tried to storm the hall before the meeting and they welcomed the Bavarian guest on the street outside with a rumrum and cry of "Hell, heil, Gauweiler!" One hissed at him: "Why don't you piss off?"

"Was he afraid? He says he has gone through much worse, like in the student riots of 1968 when he was on 'the other side.'

He was then at Munich university where he was chairman of the RCDS the Christian Democrat student organisation. He knows what to do when he is confronted by a mob.

This night there was also a lot of noise at Dachau, but it was from the brass band playing a march. There were 2,500 in the tent to hear him. It was an evening backed by tradition, an evening when a politician is always invited, a festival evening.

Others to speak here at various times



In demand as a speaker... Peter Gauweiler.
(Photo: dpa)

■ PERSPECTIVE

India, a nation of many parts and a bulwark of regional stability

If the Indian Ocean were to become the scene of persistent conflict between the superpowers, there would be dramatic changes in the international political scenario — and only a level-headed and steadfast India is in a position to prevent this happening, says Günter Diehl, who was Bonn's Ambassador in New Delhi between 1970 and 1977. Diehl says in a wide-ranging article about India to mark the visit this month to Germany by Prime Minister Rajiv Gandhi that New Delhi and Bonn follow different foreign and security policies not because they have different aims, but because they are forced to by different geo-political factors. The article appeared in the Bonn daily, *Die Welt*.

Both countries will try to prevent Moscow from misjudgements and at the same time give the Soviet Union time for its process of restructuring.

India and Germany have an equal interest in developments in the Soviet Union.

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often attached greater importance to consultations with London and Paris in the foreign and security policy field.

India has always felt uneasy about its assumed proximity to the Soviet Union in the East-West conflict.

India itself suffered the experience of division.

This may be one reason why there has rarely been such a far-reaching political and humane empathy for the division of Germany as in India.

Following its official recognition of East Germany on 8 October, 1972, the Indian government announced that this should not lead to a minimisation of the right of the German people to peaceful reunification.

India is increasingly growing into its role as a major power. This creates problems with the superpowers, the Soviet Union and the United States.

India would probably like to see both keep out of the region.

India's size leads to tension with its neighbours. It is too big not to give cause for concern.

In addition, the deliberate division of India by Britain meant that the risk of future conflicts always shouldered beneath the surface.

We can look back on similar problem areas in German politics and the resolution of most of the conflicts within the framework of closer ties and associations with other European countries.

The India subcontinent also has an ideal basis for economic cooperation at least between all its federal states.

We view with interest and great satisfaction the materialisation of regional agreements and feel that the setting up of the South Asian Association of Regional Cooperation can be rightly rated as an initial contribution towards the economic and political stabilisation of the region.

The large-scale and successful industrial exhibition Technoferma India 1988 documents our growing interest in the intensification of economic relations with India.

During this exhibition the ambassador of the Federal Republic of Germany in New Delhi, Dr Konrad Seitz, seized the opportunity to frankly state the facts and figures.

India, on the other hand, with its huge land mass and enormous population, can protect itself, providing it does not neglect its defence. It does not have to rely on an alliance.

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The author, Günter Diehl, was Bonn ambassador in New Delhi between 1970 and 1977.
(Photo: Die Welt)

possible in another field, the peaceful use of nuclear energy and space research. Activities here were consolidated by the signing of a corresponding agreement on 5 October, 1971.

The underground nuclear explosion in Rajasthan on 18 May, 1974, did not noticeably alter the structure of co-operation.

High-tech co-operation is just as successful as co-operation in other fields with a promising future, the organisation of which was laid down to the satisfaction of both sides in two agreements in 1972 and 1974.

India today has a market of 700 million people, 150 million of whom are well-off even by our standards.

After 1992 the European Community in its capacity as a single market will be India's most important and most powerful partner by far.

There has been some exemplary co-operation between India and Germany in the development policy field.

Bonn grants loans which are not tied to use for specific large-scale projects.

German assistance found its expression in countless small-scale measures which were invaluable for the Indian economy.

Only the large-scale projects, however, such as the old but still operational Rourkela steelworks, hit the headlines.

Technical co-operation was set in a framework of agreements and arrangements in 1971.

The Technical University in Madras and the pioneering agricultural projects should be mentioned in this context.

Bonn and New Delhi always agreed that the use of the terminology "donor country" and "recipient country" was inappropriate, indeed offensive.

And in no way did Bonn have any historical amends to make. We were not involved in India's exploitation.

India has 760 million inhabitants, a GNP of well over \$200bn, and a standing army of 1.1 million regulars.

Furthermore, India has an intellectual potential which could secure the country's leading position in the world.

During the Technoferma exhibition ambassador Seitz said that the time had come to utilise growing mutual interest and turn this into concrete cooperation.

The time has indeed come to do something which is long overdue.

In comparison with the heated political discussions in Germany on problems of only secondary importance activities in the field of German-Indian co-operation would help safeguard the future existence of over one billion people in India and the European Community.

Günter Diehl
Bonn, 4 June 1988

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■ FRONTIER-FREE EUROPE

Airline mergers, both real and imagined, ready for 1992

Frankfurter Allgemeine

In no other sector are there so many rumours of imminent mergers as in aviation.

The rashest combinations have been circulated: Scandinavia's SAS with Swissair, or Austrian Airlines. And each of these has in turn been mentioned in connection with the Belgian Sabena and the Dutch KLM.

Some of these rumours are pure fiction. Others are wishful thinking. But others are right on target.

The most important recent merger is British Airways' takeover of British Caledonian. This created by far the largest airline in Europe.

Then the chairman of the Swiss regional carrier, Crossair, announced that Swissair was taking up new shares in the airline.

Lufthansa, in cooperation with Spain's Iberia, has founded a new charter company, Vuelos Internacionales de Vacaciones or Viva. Lufthansa has also bought into the Luxembourg air freight line, Cargolux.

KLM has acquired a shareholding in Netherlines, a regional airline; and Transavia, a charter company. Sabena has taken up a shareholding in Delta Air Transport of Antwerp.

This list is far from complete. It could be expanded by including, among other things, the instances in which small airlines, under contract with larger companies, take to the air under "Big Brother" flight numbers where possible. This is also a kind of merger.

This closing of ranks is generally agreed to be a reaction to the intensive liberalisation of air travel which will accompany a barrier-free Europe which comes into effect in 1992.

Airline executives obviously expect the same thing to happen in Europe as in the United States after deregulation in 1978 — a concentration of airlines.

As a result of deregulation in America, five airlines now control 80 per cent of air traffic compared with more than a dozen before deregulation.

In America concentration took place in a single country. In Europe individual airlines extend over non-European Community countries. They put up frontiers beyond the Community's frontiers.

Non-European airline executives also want to get a foot in the European door before 1992 and so cash in on the expected increase in traffic.

It was not just accidental that Moritz Suter, boss and founder of Crossair, moved his headquarters from Zurich to the French airport of Basle/Mulhouse.

Regional airlines within the Community itself are giving top priority to being linked to large airlines. It seems that the initiatives for these links are coming from the regional airlines.

An important consideration is that the size of the planes deployed will increasingly smudge the dividing line between regional companies and major airlines.

The basic principles of regional air traffic of 1985 are still valid for Lufthansa. They laid down: "The size of air-

craft deployed in regional and feeder air traffic will be limited upwards by the smallest Lufthansa aircraft (currently about 100 passengers). The lower limit will be dictated by the market."

There is a considerable gap in the size of aircraft deployed in regional air traffic and the planes used by national air-lines.

But there has been a two-digit growth in regional air traffic over the past few years which has meant that the size of aircraft used has also increased.

Where once planes with seats for 19 passengers operated, 40-seaters are now deployed.

Manufacturers are offering ever-larger aircraft. They go from 48 to 60 to 70 and up to 100 seaters. At this point the chain meshes into the major airlines.

The consideration that the larger airlines could also deploy aircraft with 70 or 80 seats increases the smaller companies need for support.

These fears are not then entirely unwarranted because in future more and more aircraft deployed on regional routes will be fitted with jet engines. At present turbo-prop engines predominate.

A strong motive urging airlines to concentrate their activities is that airport capacities are being used almost to the full.

But it has hardly reached the point in Europe that has been reached in the United States where single "mega-carriers"

"have monopolised an entire central airport's check-in counters and loading bays, so that no other airline could land or take-off at reasonable times."

Nevertheless it is still decisive for the existence of an airline that it is allocated favourable "slots" when planes can take-off and land.

A large grouping of airlines holds out a better chance for the individual airline in the battle for slots.

A regional airline that offers a feeder service for Lufthansa flights from Frankfurt, or Air France flights from Paris, can expect that the larger partner will stand up for it for the appropriate landing rights.

Cooperation between partners of equal size is another reason for getting closer together. Airlines work out joint schedules for specific routes so that instead of deploying two aircraft that would, for instance, be only a third full, they operate one plane that is two-thirds occupied on this leg.

Cooperation in logistics is also gaining in importance. Lufthansa, for instance, developed its "Amadeus" booking system in cooperation with Air France, Iberia and SAS. A number of other airlines have since joined the system.

Anyone who wants to be successful in the European single market must be able to offer business travellers a package of services.

Apart from a worldwide booking system this includes hotel reservations and car hire. The process of concentration of effort has taken place in this sector as well.

Heinrich Uebing

(Frankfurter Allgemeine Zeitung
für Deutschland, 7 June 1988)

Preparing for the day when the barriers come down

Herbert Stich, director in Siemens' central marketing division in Munich, plays down the date when Europe is to become a single internal market.

He asked: "What will change after that date? You can already buy German refrigerators in Spain. Customs duty of five per cent is so low that it can be ignored."

The same is happening in other companies as well. The calm is deceptive. Mergers with, and participation in the equity of, EC companies is the order of the day.

Daimler-Benz has secured a shareholding in the French armaments company Matra. Europe's largest paper manufacturer, Feldmühle AG in Düsseldorf, has bought up two French competitors.

Pump manufacturers Klein, Schanzlin & Becker of Frankenthal in the Palatinate has improved its market share by taking over the largest pump manufacturer west of the Rhine, KSB, it is now also making eyes at its Italian competitor, Corva.

Finally Robert Bosch GmbH of Stuttgart has taken shares in the telephone division of Jeumont-Schneider.

Federal Republic companies have had a considerable share in the merger merry-go-round, even though the most spectacular take-overs have taken place outside the Federal Republic or with only "passive" Federal Republic participation.

In America, for instance, there are considerable differences between the states on environmental matters.

Siemens had taken important steps in

US carriers look to Berlin routes

When President Reagan suggested a year ago in Berlin that the city should become an aviation crossroads between East and West, American airlines immediately reacted as if it were an invitation to get in on the act — and no half measures — and win a slice of the Berlin-to-West Germany traffic.

Behind the intention is preparation for the single internal market and to get in the air ready for the day that crossing borders will become "domestic" traffic.

The newly-discovered interest in the divided city has been occupying the Allies' air attachés in Bonn. Since the occupation of Germany they — traditionally and together — have supervised flights to and from Berlin, flight schedules and prices.

They have also kept an eye on developments so that their own national airlines do not suffer in the face of competition.

For many years the three western airlines, Air France, PanAm and British Airways, have divided up the traffic from Berlin to nine destinations in the Federal Republic.

The main idea was that the three air corridors set up after the Second World War should be used by the airlines, so demonstrating a customary right.

When, after the agreement had run out, several airlines re-thought about their rights to serve all Federal Republic airports, originating from the days of occupation, the air attachés in Bonn felt their first irritation.

British Airways got approval for its plans, made known on the evening before the first flight, of operating a service between Berlin and Munich as it had done before.

With a similar, last-minute decision PanAm wanted to include from 1 June Cologne and Düsseldorf once more in its network, since the airline did have rights on these routes.

But this time the diplomats in the Bonn embassies could not agree. The reasons are obvious.

The British and French want to put up a front against the Americans' concentrated Berlin interests.

The American air attaché had no other way out than to sell the flight wishes of American Airlines and Trans World Airways in a package including PanAm's ambitions.

PanAm had to think again when permission was not obtained. In order to carry the 5,000 passengers already booked from Cologne and Düsseldorf to Berlin the much-cherished Berlin air traffic became something grotesque.

PanAm aircraft, brought in from America, flew the stretches on Thursdays, Saturdays and Sundays to Düsseldorf and Cologne with new crews but under British Airways flight numbers, since PanAm's competitors, British Airways and Air France, could not handle the additional passengers with their own scheduled aircraft.

In future PanAm passengers will have to fly with the British and French, who have been without competition so far.

PanAm, which is opening up again air traffic at all West German airports, will not let up on its expansion plans.

Rudolf Metzler
(Süddeutsche Zeitung, Munich, 6 June 1988)

■ TRADE

Farm deal between Europe and America key to outcome of Gatt talks

DIE WELT
WORLDWIDE NEWSPAPER IN ENGLISH

Demands are being made in the USA for dismantling subsidies to keep agricultural trade as free as possible from distortions.

The Americans believe that fundamentally only the most efficient suppliers should operate on international markets.

The EC sees things differently. Restraints should be applied not only to surpluses but subsidised exports too. Ultimately the EC is striving for self-sufficiency in its domestic market.

Guaranteed by effective tariff protection prices should be higher than on the world market. Imports are regarded as evil.

Over the past three years there have been signs that the subsidy tempo is being braked at least. Countries such as France, the Netherlands and Britain regard price reductions as acceptable to get closer to world market levels.

But there is still a discrepancy with US goals. Washington though is putting the pressure on other exporting nations with its own export promotion programme.

This was mainly because the French elections were due and this was hampering the EC's room for manoeuvre. The Americans were not looking for a fight, not yet.

It was confirmed at the end of the OECD conference that representatives from the industrialised nations would agree on "framework approach," whatever that might mean, so as to dampen down tensions on agricultural produce markets.

The supply of agricultural produce from the industrialised countries continues to exceed demand. This comes about from state subsidy measures that prevent agricultural producers being subjected to market forces.

The result is not only economic and trade problems but also taxpayers and consumers have to foot the bill.

Since the beginning of the 1980s aid measures for agriculture have almost doubled to DM 400m annually among the OECD nations.

The Americans will no longer accept

this policy for some time then the Community will gain a breathing-space.

But the crux problem of the difference in price levels within the EC and on world markets remains as does the question of dumping imports.

This is a considerable problem for the developing nations. These countries are being forced more and more into international export strategies to solve their debt problems.

They are being forced to export those products in which they have an edge, that is agricultural produce and textiles of every kind. The EC resists this.

Indebtedness is one of the main problems for discussion at the seven-nation economic summit in Toronto in a few weeks time.

If the agricultural problem is not tackled then much that is now being discussed will be valueless.

Washington wants to advance agricultural reform. Proposals will be put on the negotiating table, before the half-time assessments in December. It could be a stormy meeting if the EC does not come up with something new.

Hans-Jürgen Mahike
(Die Welt, Bonn, 27 May 1988)

STUTTGARTER ZEITUNG

pendence was endangered by the agreement and the fact that Bonn had reached an agreement, binding at international law, without consulting it.

He said in a radio talk that he "can live" with the proposals, which had been made by Bonn Foreign Minister Hans-Dietrich Genscher, "but I don't get the impression he will get much backing for them from Community governments."

He thought that instead, the committee of central bank governors in Basle would be commissioned to examine existing European currency questions.

Genscher's proposals, on the other hand, envisage a "commission of experts," which, on behalf of the Council of Ministers, would draw up a currency concept "within the period of a year."

There

are also differences of opinion between Genscher and the Bundesbank on a timetable for a European currency zone.

He

also

agreement states that both countries will coordinate their finance and economic policies in the Finance and Economic Affairs Council, set up in the context of the January agreement.

Pöhl fears that this could be interpreted to mean that the central bank council's sovereignty could be limited.

"In future we would be legally obliged to agree our policies with France beforehand," Pöhl said and described this as an extraordinary course of events.

He also regarded as "very extraordinary" that the Bundesbank president would be obliged to appear before meetings of the Council. Until now Pöhl has only had to take part in cabinet meetings in Bonn on quite specific occasions. Otherwise he is quite at liberty to do what he will with his time.

Pöhl says further stimulation of the German economy was not necessary. He said: "There is absolutely no reason to worry about further stimulus."

Economic developments in Germany were positive. But Germany must make efforts to reduce its high trade surpluses, particularly with European partners.

Pöhl does not see any inflationary tendencies. He said: "In my view we can expect the price trend to be as good as ever was."

In any case there were no indications that the upward surge of prices has accelerated worldwide.

It was of course the duty of central banks to watch developments. There was always "potential for inflationary development that we cannot disregard."

On the development of the dollar, Pöhl said that the Bundesbank was concerned that the mark should not swing from one extreme to the other. The current weakness of the mark was no cause for alarm.

Inge Nowak
(Stuttgarter Zeitung, 6 June 1988)

dpa/Reuter

(Stuttgarter Zeitung, 6 June 1988)

Continued from page 8

The European market is larger than any other economic zone in the world. There are more than 320 million consumers in it.

Because the member-states in the south have in the main a low standard of living, marketing strategists calculate that they will do well.

What will count is simply size. Put plainly: the larger the company the better it will be able to hold its own against international competition.

Michel Albert, president of the French insurance group Assurances de France, said that further mergers were unavoidable because of this.

Siemens is also thinking about its size. Siemens is a major electrical engineering organisation and is active in many markets. Stich put it this way. He said the company was a conglomerate of many medium-sized companies. Siemens are therefore now looking into whether all the sectors are large enough.

This means that they are used to performing on the international stage. They feel they are well equipped to meet 1992.

Furthermore the Federal Republic is the market with the largest purchasing power in Europe.

German standards have asserted themselves extensively. The German Industrial and Trade Association recently rejoiced about this.

Why, according to European Community surveys, have only 27 per cent of Federal Republic companies expanded into Europe while 87 per cent of French companies have done so?

The answer could be that 53 per cent of Federal Republic exports already go into EC countries.

The most important branches such as cars, mechanical engineering, electrical engineering and chemicals have not waited for 1992. They have been export-minded for a long time. The domestic market has been too small for the size of these companies for some years.

■ INDUSTRY

45 die after mine blast — six miraculously survive

Forty-five miners died when an explosion wrecked their pit at Borken, in Hesse. Six were rescued after living in an air bubble more than 300 feet under the ground for three days. Of the 57 trapped, the six were the only ones rescued. Six are still missing and 45 bodies have been found. It has been revealed that, a few hours after the explosion, the six eventually rescued were spoken to by radio but the link was discontinued in the mistaken belief that they were members of one of the rescue units. The six, five Germans and a Turk, said the air bubble was about 100 yards long. They had lunch boxes and water bottles. The cause of the explosion is not known. Klaus Brill wrote this report for *Süddeutsche Zeitung*.

Again and again the men from the rescue squad at the Stolzenbach colliery in Borken return from their journey below ground and step out of their gondola in silence, exhausted.

With black streaks on their overalls and black patches on their faces they gaze sceptically at the waiting journalists.

Only once, after rescuing six of the 57 miners buried underground following a pit explosion on 1 June, did their faces show any joy.

And only then did the rescuers feel like talking to the journalists.

"Great, fantastic, marvellous," said

one of the rescuers, a man whose dialect gave him away as someone from the Ruhr area.

"This makes it all worthwhile," he added, only indirectly mentioning the physical and psychological strain for the rescuers during their dangerous underground expeditions. "When you find someone who keeps you going."

One of the six rescued told a television reporter what is was like during the 65 hours trapped underground:

"When you're lying down there, after a while you start seeing lights that aren't there."

"And when you see lights that really are there, when someone suddenly comes round the corner after days of waiting, it's..."

Overwhelmed by the memory of this moment of joy and relief he is unable to finish the sentence.

"We all rushed up to them, and then they sent us back to begin with because we were running straight into a cloud of gas."

This cloud of gas, the high concentration of carbon monoxide which formed following the explosion was deadly for most of the 57 miners buried underground.

The six men rescued owe their survival to the fact that they backed away from the invisible cloud and ran into an out-of-the-way gallery in the colliery's East Field, where there found enough oxygen to hold out for so long.



To hell and back. Four of the survivors after 65-hour ordeal.

(Photo: AP)

Was it the level-headedness of their head face-worker Thomas Gepert, himself a member of a miners' rescue brigade, which made them instinctively reject a rescue operation?

Or was it the fact that a fellow-miner came reeling towards them, already dazed by the gas, as they tried to flee to the shaft exit? Or was it a mixture of both?

The statements so far by the survivors, their families and the emergency committee in charge of rescue operations present an incomplete picture.

One thing, however, seems certain:

the six survivors reacted in an extremely disciplined manner in their dungeon, three metres high, 2.5 metres wide and 150 metres below ground, at the end of the pillar gallery 5 N.

First of all, they laid down flat on the ground so as to use up as little oxygen as possible.

They shared the little bread and water they had and used their lamps so sparingly that they were still working when they were rescued 65 hours after the explosion.

They listened carefully to the noises which came from a borehole drilled into the ground not far from their location the day after the explosion.

Yet they also feared for their lives — at least some of them, who already made their will.

"I said, I don't need to make one, they'll get us out of here," said Thomas Gepert later.

According to a relative, Gepert has nerves of steel and never gave up hope — as opposed to those in charge of the rescue operation above ground.

Very few members of the colliery management, its works council and the Mining Office in Kassel believed that there would be a repeat of the "miracle of Lengede", when 11 German miners were rescued after a fortnight underground in 1963.

The Hessischer Rundfunk radio station team were among the stalwarts.

On Saturday 4 June they got wind of information that, contrary to all expectations, no carbon monoxide had seeped out when a borehole was drilled in the East Field.

The reporters stayed at the colliery and helped out with a directional microphone as technicians listened with a stethoscope for any knocking noises at the borehole.

There was soon no doubt about the fact that there were survivors underground.

This is just one of the aspects of the critical questions directed at the management of rescue operations the following day.

Did the use of the directional micro-

phone play a decisive part in the discovery of the six trapped survivors or would the much weaker signs of life already noticed beforehand have triggered a rescue operation?

Did the management of rescue operations only drill a borehole in the East Field to inject compressed air via a compressor so as to replace the carbon dioxide underground, as the head of the Kassel Mining Office, Erwin Braun, claimed?

Or was the rescue operation which then took place already planned?

During a press conference Erwin Braun put it this way: "The knocking sounds were there."

"The fact that your colleagues provided us with a directional microphone was very obliging and a great help," he told journalists.

Braun pointed out that the decisive fact which no-one can deny was that the bore-hole was drilled at all in the East Field.

A further aspect of rescue operations is more likely to lead to criticism.

Soon after the explosion on the Wednesday number of officials announced that a radio message had been picked up from a group of trapped miners.

This, however, was denied on the evening of the same day, and the contradiction was explained away by the claim that the message probably from a member of the rescue team.

On the Saturday, however, this radio message again became a point of criticism after the six survivors started to talk about their experience.

The brother of one of the survivors told reporters that the six survivors did send out a radio message to rescue headquarters on the day of the explosion and were told to get off the line so that others could establish contact.

Ahmet Batkan, one of the six survivors, told TV reporters: "We gave the people above ground our location."

Heinz Krämer, the chief executive responsible for the mining sector at the firm running the colliery, the Preussen Elektra, the mayor of Borken, and the works council chairman, Fritz Albrecht initially responded to this new information in an extremely contradictory and evasive manner.

Finally, on the Sunday, Hermann Krämer, the board chairman of the Preussen Elektra, admitted that a radio message was picked up on the Wednesday between 3 and 4 p.m. clearly stating the position of whoever was sending the signal: "1-North 45 — six people."

Rescue headquarters then tried in vain to re-establish contact for ten hours.

Krämer explained that it then seemed

Continued on page 11

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■ TRANSPORT

No more clickety clack: but future of high-speed magnet train is in doubt

For 20 years, the train of the future has been in the process of being planned, designed and tested; it is the Transrapid, a 400 kilometre-an-hour speedster built with magnet-suspension technology. This month, decisions over its future are due to be made. Does it even have one? Or will it become an expensive white elephant. Peter Zudeck looks at the project for the Hamburg weekly, *Deutsches Allgemeines Sonntagsblatt*.

They say the train should be put into action in order to maintain the lead over the Japanese in this sort of technology, which experts put at four to five years.

The Japanese intend putting their own high-speed train into action by 1990.

There's a lot of foreign interest in the German train. Foreign buyers would like the Germans to get a move on and show just how good the train really is. There is talk of an export market with a potential of up to 50 tracks with a total length of 20,000 kilometres.

Sciters says time is pressing. Wolfgangmann agrees. He says delays are likely to cost the export market. Foreigners want to see the train in action, and they should be allowed to do so quickly as possible.

But the fact is that the Germans cannot even agree where to build a track or tracks. Herr Riesenhuber, whose Research Ministry handed out the DM1.3bn for the project, wants a track from Cologne to Frankfurt. He has the support of industrialists, technologists

— and a lot of politicians as well

(depending on where their constituencies are).

But Transport Minister Warnke and the Bundesbahn, the German railway system, are against the idea. They see the new train purely as competition and the last thing they want is for it to cream off taking on the Bundesbahn's most profitable routes. It

They point out that the magnet system, built as it is in the air, needs little land; in principle the train has no speed limit; and, also in principle, there is no wear and tear because, the magnet suspension railway technology is such that track and train bogey systems do not touch. That is also the reason why it is claimed that derailment is not possible.

Trials will continue on the Emsland track until the year after next. Then will begin the marketing. The train is a joint project of six firms headed by Thyssen-Henschel. Marketing means that the train will have to succeed on stretches of rail where it can operate under "normal" circumstances.

The Bonn government, which has invested 1.3 billion marks in the project, has to make a decision on the train's future before the end of this month. A

White blur or white elephant?

(Photo: Thyssen-Henschel)

about the same. Neutral assessors estimate that for passenger travel, an express railway track with traditional technology costs DM17.2m per kilometre and a magnet one DM16.7m.

If all investment is worked out, including the construction of plant, much of which the Bundesbahn already had, then the magnet track cost DM20.5m and the high-speed rail DM18m.

The big question is who is going to pay from now on? Industry says the Bundesbahn should take over Transrapid. That means the state would continue to cushion the Transrapid's development costs. The FDP is against this. It believes private money should finance it.

It says that export earnings would boost producer's income while the technical advantages for domestic use would not be all that great.

Industry comes back with the argument that lots of jobs would be created: that if a stretch of rail were built it

would mean 5,000 jobs for the first five years; or 25,000 "man years". This is the sort of argument that makes politicians want to bring the Transrapid to their land.

If the talk is of a possible 20,000

kilometres of track in foreign countries — places being mentioned include Sydney to Melbourne, São Paulo to Buenos Aires and Los Angeles to Las Vegas — then the theoretical number of man-year jobs created would be about 2.5 million. But the more realistic level is 300,000 jobs for a further period of five years.

This of course presupposes that a track will be built between Cologne and Frankfurt, because this is the only stretch which would be attractive enough as a shop window for the world.

The show track needs to be at least 150 kilometres long and the interval between stations needs to be long enough to allow the train to reach its maximum speed of 400 kilometres an hour.

By comparison, the optimum speed for a rail-based train is between 250 and 280 kilometres an hour.

But it is becoming more and more unlikely that the magnet train will be taken into scheduled service on this stretch. There are more and more indications that the Bundesbahn's high-speed train will be used here and that the Transrapid will be used between Hamburg and Hanover.

Hamburg-Hanover is 141 kilometres, a little too short to show off the system to its best advantage.

Domestically, the possibilities are in any case limited for such a high-speed system. It makes sense only as a means of relieving the pressure on domestic air routes.

Where there are big transport problems on the ground — local commuter transport — the use of high-speed trains makes no sense at all.

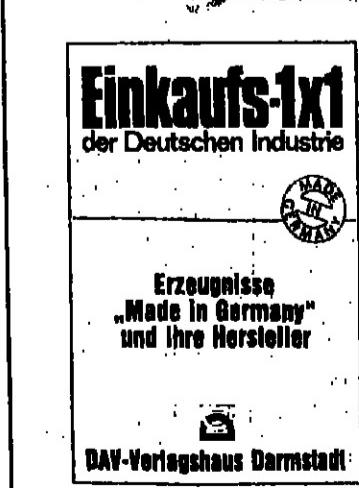
The final result could be that the 1.3 billion marks given out by the Research Ministry will turn out to have been spent on a beautiful white elephant.

Peter Zudeck

(Deutsches Allgemeines Sonntagsblatt,

Hamburg, 5 June 1988)

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■ LANGUAGE**Forget all about Socrates, illiterates told****SONNTAGSBLETT**

Socrates warned people against learning to write. He feared the power of the memory would become neglected.

Mankind decided differently. Reading and writing became indispensable tools in a society which relies on the written language.

General compulsory education would guarantee that everyone would master the art of writing.

Or so it used to be thought. Now we know better. It is estimated that there are 500,000 people in this country who cannot write their name and address properly.

If the standard were upped slightly so that everybody had to write half a page about their careers, the failure figure would catapult the number of illiterates into the millions.

Ten years ago, adult-education centres began their first literacy programmes. The Adolf Grimme Institute in Marl, a town in the Ruhr, is holding a meeting to get to grips with the problem.

More than 90 experts in theory and practice, from home and abroad, from educational and employment administrations as well as from the media met and talked for two days about "functional literacy" at Marl.

There are about 10,000 adults taking part in educational courses at 300 establishments throughout the country on "German for Germans" or "Reading and writing for beginners."

These courses are put on mainly in the adult education centres in the Federal Republic or by independent bodies."

It is not unusual for participants in these courses to attend for four years. Learning to write is a difficult task and the years of hiding their inability to write in school and from the public at large have awakened a deep-seated sense of frustration and an inferiority complex that creates anxiety. These cannot be disposed of at a blow.

The experts in Marl all quickly agreed that the qualifications of the course teachers had to be improved (usually they are unemployed teachers) and teaching personnel changes limited.

The argument still continues among people involved with illiteracy whether schoolchildren learn to read and write despite or because of their lessons.

Everyone was agreed at Marl that too little consideration was given to those who in the early phases showed recognisable difficulties in picking up the techniques of reading and writing.

It is well-known that eight per cent of all pupils leave school without having passed the final examination.

Gertud Kamper from the Academy of the Arts in Berlin demanded, in her lecture that inadequate development must be detected in primary school, "that is before the appearance of difficulties that slowly become fixed."

This topic, that was unknown to many, should be taken up as an "obligatory subject" in teacher training.

Many experts also criticised educational regulations that stipulated that the reading and writing course should be completed in two school years.

This would be a disadvantage to schoolchildren who come from backgrounds where the written word is of little importance.

Fresh emphasis was given to the prejudices that illiterates have to contend with. The conference called for efforts to do away with the image of these people as intimidated, poor creatures and emphasise their other special abilities.

Attention was drawn at the conference to a building contractor who built up a firm which employed 18, of a book delivery man who worked from the colour of the book covers and of a driving licence holder who had learned the written examination completely by heart. All of these people were illiterate.

Apart from providing opportunities to learn further the social stigma of not being able to read must be tackled. Educational representatives from North Rhine-Westphalia expressed their general interest in cooperating with various institutions combatting illiteracy in the future. That was new.

Heinz Strubl from Bavarian Radio promised to broadcast four advertising spots on illiteracy prepared by North German Radio.

Gerhard Vogel of North German Radio promised to develop new spots for 1990, the Unesco year for literacy.

Unesco official Bernhard Gliess suggested that this theme should be made a high point in the Frankfurt Book Fair.

Reiner Scholz
(Deutsche Allgemeine Sonntagsblatt,
Hamburg, 29 May 1988)

Words used by politicians 'are aimed at domination'

The Hanns Martin Schleyer Foundation took as its theme for its fourth "Young scientists and culture" congress in Essen "Where is our language going?"

The individual attitudes of the young scientists and professors to this question were very different. Professor Thomas Ellwein from Constance confirmed that the language of politics "was not aimed at cognition but at domination."

Professor Ellwein said that demands were constantly made of politicians, they were constantly in the public eye and had to show leadership qualities.

They had to "compete with their opponents and always appeal to the sense of togetherness and pay tribute to the entertainment value that politics now has to offer."

Naturally this is very taxing. One does not need to describe what is lacking.

Gerd Bächer, former director-general of Austrian Television, mentioned that through their reporting the media gave not only an impression of the extremes of politics but more and more of the actors on the political scene.

Drommel discovered that the woman was forced to write the letters.

One of many factors that led to this conclusion was that on examining 600,000 words in her private correspondence one certain word did not appear once. One of the present accused, however, used this expression regularly.

Drommel believes that it is imperative to make better use than has been done until now of language analysis in a time of personal computers. More and more black-mail letters are produced on computers.

A slipped A on an old typewriter no longer reveals the identity of a wrongdoer, as it did in Miss Marple's day.

Bächer pointed out that the right use of the mass media is a part of personal responsibility and the personal maturity of the individual.

Bächer said: "Those involved in lobbying must make linguistic compromises."

One is then close to the large associations in public life, one speaks the direct language of farmers, one shows solidarity with the workers, emphasises the achievements of employees so as to show one's own achievements in the right light and testifies to an under-

Forensic linguistics takes up where Miss Marple left off

Agatha Christie's character, Miss Marple, solved the trickiest crimes with a mixture of knowledge of human nature and powers of deduction.

Criminologists today would fail miserably using these qualities alone. The indispensable tools of a criminologist now are computers and highly sensitive medical, chemical and technical equipment.

But still criminal investigators do not use all the scientific possibilities available to identify the writers of anonymous letters through textual examination, according to Raimund Drommel, a Cologne language expert.

He teaches at the universities of Cologne and Siegen and, since 1973, has spent a lot of time working on textual examination and what is known as forensic linguistics.

But unlike other disciplines forensic linguistics ekes out a miserable existence in the crime technology world. Despite glasnost, perestroika and the opening up of Mother Russia to the West, the theories propounded by Marx and Lenin, intellectual godfathers of the Soviet Union, count for little in a political landscape through which the cold fronts of neo-conservatism are blowing.

Until they turned to Herr Drommel.

His name came up because he had written an article for a specialist magazine.

Drommel got to work on examples of the suspects' writing, pored over the mangle literature at the beginning of the 1970s on modern linguistics and came upon a case that was decisive in rehabilitating the police chief and in establishing the identity of the letter writer.

Another case: in October 1952, Dick Holander, a theology professor at Strängnäs in Sweden, was elected bishop. But beforehand, many of the diocesan electors received anonymous letters promoting the cause of Holander and criticising his opponent.

Two language researchers were called in. They analysed the texts of the letters, comparing them for style, use of words, sentence construction and other criteria with documents written by Bishop Holander — and unmasked him as the author. He was dismissed.

Drommel followed up similar "linguistic finger-prints," tracking down the anonymous author of the letters against the German police chief. It was one of his own officials.

As a police officer the official had got accustomed to using certain expressions in speech and in his writing, which eventually found their way into his private correspondence.

Examination of the written word, which the police and the courts have used for some time, is not sufficient to protect the innocent and find out the guilty, according to Raimund Drommel.

Jargon could just as easily serve to veil meaning as did language, presumed to be simple. And it could be dangerous, he said.

The present government has experienced this in its moves to reform taxation. The politicians, "like us all cannot recognise the truth and often not say what is right."

Only a systematic comparison of such a letter with other writings of the person concerned can show that this is what has happened.

This occurred in the case of a young girl who was kidnapped near Cologne. Shortly before her violent death she wrote two letters, in which the two main suspects were exonerated — they are now on trial before the Bonn district court.

Drommel discovered that the woman was forced to write the letters.

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were inundated with anonymous letters abusing the police chief.

Investigators managed to reduce the number of suspects to a few, but then progress stopped.

Until they turned to Herr Drommel. His name came up because he had written an article for a specialist magazine.

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THE GERMAN TRIBUNE

■ AUCTIONS**Letters of Marx and Lenin bring the collectors in**

RHEINISCHER MERKUR

The ideas of Karl Marx (1818-1883) and Vladimir Lenin (1870-1924) do not have much credit outside the Soviet Union.

Despite glasnost, perestroika and the opening up of Mother Russia to the West, the theories propounded by Marx and Lenin, intellectual godfathers of the Soviet Union, count for little in a political landscape through which the cold fronts of neo-conservatism are blowing.

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But to the surprise of the usual observer examples of their hand-written items fetch enormous prices at autograph auctions in the West.

A four-page letter from Karl Marx to Thomas Alcock dated 1878 reached the dizzy heights of DM180,000 after hectic bidding at the Marburg dealers Stargardt in March.

Klaus Mecklenburg of Stargardt dryly said that a letter from Lenin to the German socialist Clara Zetkin fetched a similar record sum at a Stargardt auction last year.

Other auction houses can talk about quite different sums. An original manuscript by Albert Einstein (1879-1955) on his theory of relativity was secretly sold by Sotheby's in New York for between a half and a million marks.

The bidding at Sotheby's for a Franz Kafka (1883-1924) letter to his fiancee Fehle Bauer went within a few seconds from \$20,000 to \$550,000.

The anonymous bidder on the telephone was, like the bidder for the Marx and Lenin letters, a private collector from Europe," as Sotheby's discreetly put it.

Einstein's theory of relativity manuscript is one of these. The contents of the manuscript have fundamentally altered our Weltanschauung, our world view. His relativity theory was the most important discovery this century of the 20th century gave us. People are interested in his writings all over the world, and there are not many examples of his handwriting available, obtainable on the open market.

The same was true of the Marx and Lenin letters. Both letters included important ideas — ideas that formed the world we now live in.

A music manuscript of Lohengrin by Richard Wagner (1813-1883) for DM26,000 was below its estimated value, but a score by 12-tonalist Anton Webern (1883-1945) climbed from DM7,500 to DM22,000.

Alain Moirandant explained this by saying: "There are very few manuscripts by Webern openly available. Almost all his works are locked away in archives."

Should important works come on the market or be threatened with sale, it is not unusual for the author's descendants to put up a fight for the work.

Last year when the great-granddaughter of Emile Zola wanted to sell the original manuscript of his famous defence of Alfred Dreyfus, *J'accuse*, her father obtained a court order that the manuscript, dating from 1889, should remain in the possession of the family.

Manuscript dealers are not very keen to talk about prices, particularly high prices. Alain Moirandant of the Erasmus dealers in Basle amplified this by saying: "This sector is too sophisticated for speculators."

He has a horror of efforts to get record prices, common in art dealing.

Continued from page 10

up with television. Children who grow up in front of television are not as much a television problem as a problem for their parents.</p

■ HERITAGE

Exhibition digs deep into the roots of Bavaria

STUTTGARTER ZEITUNG

Bavaria's history began about 1,500 years ago during the period of the Migration of Peoples. Three hundred years later, the first period of Bavarian history came to a violent end.

The Bavarian Duke Tassilo III, from the House of Agilolfinger, who felt like a king and who was very self-willed, was deserted by his nobles and had to bow to Charlemagne.

Tassilo abdicated in 788 AD and spent the rest of his life with his wife and children in a monastery. Instead of the death sentence he was pardoned and given a slow "death in a monastery."

The Land Salzburg and Bavaria have jointly put on an exhibition, "Die Bajuwaren. Von Severin bis Tassilo 488-788," dealing with these dark 300 years when the population in Bavaria and eastern Austria made up a unified area of settlement.

The exhibition will be shown in Austria at Mattsee and in Bavaria in Rosenheim up to 6 November.

The "Bauern," or Bavarians, were regarded as a mysterious people not only outside the frontiers of Bavaria. Suddenly from nowhere the "Bajuwaren" stormed upon history's stage.

In Jordane's history of the Goths, *De Getano Origine et Rebus Gestis*, they are named in passing 551 times. They lived to the East of the Suevi, that is to the east of the Lech, that formed the frontier between the Alemanni or Swabians.

Where did the *Barbari* or *Baia/varii* (and other spellings) that have been handed down depending on the ear of the writer in the Early Middle Ages sources come from?

The "men from the land of Baia" early caught the imagination of the academics.

They were linked to the Celtic "Bojern." Others maintained "the founders of the Migration of Peoples" came from Baiasheim, the translation of the Latinised Boiohaemum (Bohemia), and some that they were Marcomanni who immigrated into the Bavarians' lands. All these ingenious theories got nowhere.

The "Bajuwaren" exhibition, animated by Austria and four years in preparation, is a summing up for a wide public of the excavations in both countries.

The idea that the Bajuwaren immigrated as a tribe into the Bavarian lands has finally been dismissed into the land of legend.

The Bajuwaren people originated from the Inns between the Danube, Salzach, Lech and Enns. They merged with various other tribes, mostly Germanic in origin, with Celts, Romans, Slavs, Avars and Huns with their typical, intentionally deformed "turtleduck skulls." They were a lively and robust mixture.

The fathers of these vigorous, earthy "Jounglings" have gradually been discovered. The organisers of the exhibition suggest the image of the "Vikings of the South" for them.

This is shown for the most part in the Mattsee part of the exhibition. Mattsee is a small, idyllic village between two lakes in the delightful holiday area of Salzburg's Voralpenland.

We must go back to the end of Roman

rule in the search for the origins of the Bajuwaren.

The Roman Empire, suffering from exhaustion, used more and more hired allies and Germanic mercenaries in the frontier forts for defence against the invasions of the Alemanni and other Germanic tribes.

When the Germanic commander Odacer replaced the Emperor Romulus Augustulus in 476, pushing the Western Roman Empire to its end, there was a halt to the pay for the Germanic auxiliaries.

The frontier defence system fell apart. In the province of Raetia II, that extended to the Lech, the Alemanni pushed forward.

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■ FRONTIERS

Jostling queues at Jesus' wardrobe on skid row

SONNTAGSBLATT

Jesus is alive and well in the Hamburg red-light district of St Pauli, at Talstrasse 11 to be precise, just off the Reeperbahn.

His shop is there for all to see, lit up brightly with a neon sign proclaiming: "Jesus in St Pauli." The sign looks just like another across the road which belongs to a cinema showing sex films: a large, rectangular box with black characters against the lit-up orange background.

True, the hours of business are not the same as the cinema; nor of Yaya, the Turkish quick-food joint next door; nor of Trampete Sophie or of Tum-Tum. But the customers come, all the same.

Just before 3 pm: about 25 women jostle each other outside the door: young pregnant women and old toothless women; older pregnant women and younger toothless women. They complain loudly in Turkish, German, Polish or Yugoslav.

At three o'clock, the house at Talstrasse 11 opens its wardrobe — Tuesdays are for men and Thursdays for women. These are the days when the St Pauli Salvation Army hands out free clothing.

Ulrike is in a room on the first floor with eight young people. She is a trained nurse who joined the Salvation Army five years ago. She knows what is going on down below in front of the door. She offers a short prayer: "God, when I see the women pushing and shoving, it makes me aggressive. Please give me a massive helping of relaxation to keep me cool."

Anja, who is a nursing aide trained to look after old people and who began in Talstrasse just four months ago, takes a more practical line: "Lord, please let the women have a little more calmness so they don't tear the clothes to tatters."

They are not the only ones there when the distribution takes place: there

young men doing their alternative to military service, there are theology students and other assorted assistants. Only about half are members of the Salvation Army.

A Yugoslav lady, about 40, wins the battle at the door. Protest shrieks from the others follow her as she fights through the door, takes a slip marked Number 1 and hurries up the wooden stairs, her footsteps echoing through the staircase.

At the top of the stairs, she shakes Anja's hand and tells her what sort of clothes she wants.

The other women are now sitting in the communal room with their slips of paper. They look at their empty plastic bags or think out loud about whether the kitchen will be serving pea soup or lentil soup.

Psychology student Christoph von Eding is one of 15 who has volunteered for the service. He says the aim is to help women defeat the fear.

One of those to use the service, which began at the beginning of May, is Nicolette Obermeier, a student. She welcomes the service but says that she needs it at night, not so much during the day when "it is not so bad in the beginning."

But there are still frustrations. He says the reasons for the deprivation remain. People have new clothes, but most have neither home nor work.

Dagmar, a social worker aged 28, has been with the Salvation Army for two and a half years. In that time, she has come to accept that only a few of the people she deals with manage to stop drinking and organise their lives along better lines.

"These days I find the relapse cases

not as tragic as I once did. It's a part of life."

But she does get satisfaction from her work: "I believe we are fulfilling Jesus' wishes. We don't just talk about problems, we also do a lot."

Ulrike explains that no one gets more than four pieces of clothing. "Okay, good," says the woman. "Just a skirt, then."

Ulrike calls out the next number. A dark-blondie about 30 stamps impatiently and demands clothing. Ulrike explains that, according to the file, she has already received five pullovers, five pairs of shoes, four pairs of trousers and four coats in the past three months.

"You were here last week," says Ulrike. "You'll have to wait another three weeks." She explained to me: "Many take the clothes down to the fish market to sell for money to buy schnapps."

Anja hands her across a dress. Then she says goodbye as the last two women leave.

Now the communal room is being prepared for use as coffee-room for the homeless. The work is accompanied by singing.

But Anja folds pullovers and looks out the window. Across the road, the sex cinema sign is blinking into life: Films on the Big Screen incl Sex Book only 6 marks.

Katrin Buseman
(Deutsche Allgemeine Sonntagsblatt,
Hamburg, 5 June 1988)

It is not abnormal for people to need new clothing every four weeks. Wear and tear is heavy. Claus, for 14 months a civilian helper at the centre, says: "Most of the people cannot wash either themselves or their clothes. When their clothes are unusable, they throw them in the rubbish."

Now the waiting room has become quieter. A few women move about in the corridor as a Turkish girl hops in between them on one leg. At a table next to the door, an older woman explains

why her eyes are red and swollen: "The cold air outside does it. You can smell the schnapps a mile away."

Anja calls Number 22 in to the clothing room. She helps the woman find a pullover the right size and colour. The woman wants to know whether red or pink suit her best.

The shoes are a simpler proposition. The woman, heavily overweight, sees a pair of high-heeled pumps and knows straight away they are the right ones. She puts them on and says they only fit because two toes are missing on each foot.

"Frostbite," she says and elaborates. "When I was 15, I couldn't stand it any longer with my step-mother. I got out. On the way, I went to sleep in the snow."

The selection in the wardrobe is big. Church communities make regular deliveries of old clothing and many people bring their own unwanted clothes themselves.

Claus: "We are almost up with fashion. It makes working here fun. Our down-and-outs are snazzy dressed."

But there are still frustrations. He says the reasons for the deprivation remain. People have new clothes, but most have neither home nor work.

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